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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Poland
SUBJECT Information on the Gdansk Shipyards

REPORT NO.

DATE DISTR.

4 August 1954

NO. OF PAGES

4

REQUIREMENT NO.

REFERENCES

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25X1 DATE OF INFO.

PLACE ACQUIRED

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1. There are three shipyards, employing between 15,000 and 17,000 workers on two or three shifts, in Gdansk (Danzig), namely: the Gdansk Shipyard (Stocznia Gdanskia), which builds ships of various dimensions, including trawlers, for Poland and the USSR; the Northern Shipyard (Stocznia Polnocna), which builds small trawlers and large cutters for the fisheries and the navy; and the Repair Shipyard (Stocznia Remontowa), which repairs all foreign and Polish ships, including large trawlers. The Repair Shipyard was created out of the former Danzig shipyard (Danziger Werft), to handle repairs of foreign ships and some Polish ships because the Polish authorities did not want seamen to enter the main shipyards of Gdansk and observe the ship construction and other activities. Small cutters and trawlers are repaired in Gdynia, Darlowo (Ruegenwalde), Swinoujscie (Swinemuende) and Szczecin (Stettin). All of the aforementioned Gdansk shipyards are separated from each other by fences, and sentries check the people entering and leaving the shipyards.
2. The Gdansk Shipyard has five slips (pochylnia) which are consecutively numbered from south to north, i.e., the southernmost slip is number 1. Number 4 slip, which is at present being lengthened by one hundred meters to 345 meters, will be the longest slip in the yard, and merchant vessels of about 10,000 gross tons will be built in it when it is completed next year. Number 5 slip, which is the northernmost slip, is the shortest and measures 83 meters in length. Slips 1, 2 and 3 measure 140 meters, 150 meters and 165 meters in length, respectively. Slips 1 and 5 each have their own basin with sluice.
3. During the war the Germans constructed a large assembly shop (Hala Montazowa) along slip number 4 in the Gdansk Shipyard and equipped it with all the necessary installations for the construction of naval ships. Immediately after the war, the Soviets removed all of the installations from this shop and transported them to the USSR. During the period 1946 to 1949, the shop was re-equipped with new installations and was again put into full production. This shop is the largest in Gdansk and measures about 200 meters in length, about 25 meters in height and about 35 meters in width. A new sheet-iron works (blachownia) was built in the late spring of 1953 about 170 meters north of

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the assembly shops. The sheet-iron works occupy a building which is about 120 meters in width, and is the only large building that was constructed in the shipyards after the war. The shipyards also have such other shops, such as acetylene, compressor, oxygen, etc., situated at different places in the yard.

4. The large shops, slips, and warehouses are connected by rail and the Gdansk and Northern Shipyards are connected with the main Gdansk railroad station by a single-track railroad line. A part of this latter railroad utilizes the streetcar line located on ulica Jana z Kolna. The section of the Gdansk shipyard situated on the island of Holm is connected with its larger part on the mainland by a pontoon bridge which has facilities for trains, motor vehicles and pedestrians. This is the only bridge which connects the mainland with the island. The Repair Shipyard has railroad connections with the mainland via a railroad ferry which runs east to Troyl.
5. The Repair Shipyard has three floating docks which are usually anchored in the canal called Holmbocken I. The largest dock is marked with the number 2 and is about 8,000 tons in weight, about 160 meters in length and 40 meters in width. Another dock is marked with the number 1 and is of about 3,000 tons, about 70 meters in length and about 20 meters in width. The third floating dock is unmarked and is the smallest. It is used for the construction of coal-ore ships. Docks 1 and 2 are both German in origin and quite old, the largest and newest one owned by the shipyard having been sent to the USSR in 1945. There are many cranes, both large and small, floating and stationary, several of which have a capacity of more than 100 tons.
6. Dredging operations were begun in the waterways at Gdansk, Westerplatte, and Nowy Port (Neufahrwasser) in 1948 with the result that all of the waterways in these areas are as deep or deeper than they were before the war, namely:
 - a. The port-canal at Nowy Port is over 11 meters deep in the middle and between 5 and 6 meters in depth along the sides.
 - b. The two canals in the Repair Shipyard are over 1 meter deeper than they were before.
 - c. The canals at Westerplatte are over 10 meters deep in the middle and over 6 meters in depth along the sides.
 - d. The numerous canals in the area of the old fortress called Wisloujscie (Weichselmunde) are about as deep as the canals in Westerplatte.

Polish naval ships, consisting of speed motorboats or torpedo cutters, are always anchored in the southern part of Westerplatte, and Soviet naval ships, which do not come very often to Gdansk, always anchor in the canals of Wisloujscie.

7. The great majority of the steam machines and marine motors for the Polish shipyards in Gdansk are imported

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and, during the latter part of 1953, from East Germany. Tools, pipes, some machines, machine parts and other equipment are received by the Gdansk shipyards from the following places:

- a. A steam boiler factory, which is under construction at Elbing, has been producing some ships' parts, such as screws. Construction on this factory was delayed in 1949 when a fire destroyed what had been completed. The construction of this factory is one of the larger projects under the Polish Six-Year plan.
- b. Three former German factories in Wroclaw (Breslau), consisting of a machine factory, motor factory, and a pump and pipe factory, have been formed into a combine for the production of steam boilers and motors for the ship-building industry.
- c. A factory in Bytom (Beuthen) in the province of Silesia produces parts of marine motors.
- d. Two or three factories in Grudziadz, south of Gdansk, produce steam boilers, pipes and other parts for steam machines.

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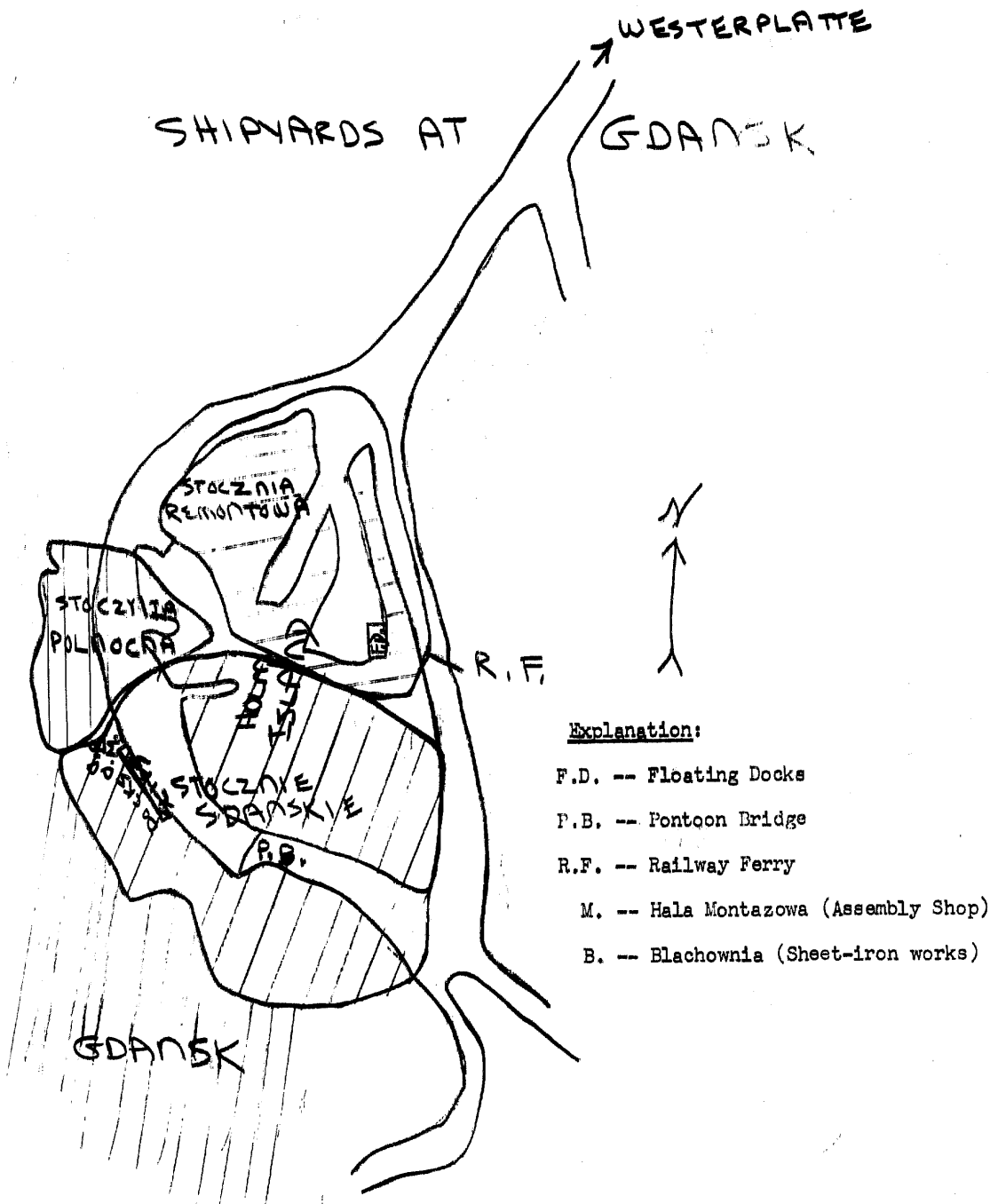
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The assembly shop and the sheet-iron works are being adapted for the production of steam machines and probably marine motors. [redacted] this is also considered one of the larger projects under the Polish Six-Year plan.

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8. Armatures, baskets (Korben) [sic], screws and bearings for ships are being imported and will always have to be imported [redacted] because Poland's own production, official procurements to the contrary notwithstanding, is not sufficient to make the shipyard industry independent of foreign production. All good, modern precision navigation instruments must be imported from the West, because Poland has no production of its own. The Soviet Union supplies nothing at all for the Polish shipyard industry, not even for the ships and trawlers which are built for the USSR, official propaganda notwithstanding.



Explanation:

F.D. -- Floating Docks

P.B. -- Pontoon Bridge

R.F. -- Railway Ferry

M. -- Hala Montazowa (Assembly Shop)

B. -- Blachownia (Sheet-iron works)

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